

Memorandum

To: Chair and Commissioners

Date: October 25, 2002

From: Diane C. Eidam

File No:
Reference Number 2.2c.(2)
Action

Ref: **Union City Bay Area Rapid Transit (BART) and Union Pacific Railroad (UPRR) Pedestrian Grade Separation Project (Alameda County) - Future Consideration of Funding for a Pedestrian Grade Separation (FEIR - Notice of Determination) (TCRP #141) Resolution E-02-54**

Issue:

Should the Commission adopt the attached resolution to approve future consideration of funding for a pedestrian grade separation in the City of Union City in Alameda County?

Recommendation:

Commission staff recommends that the Commission, as a responsible agency, approve the attached Resolution E-02-54. As a responsible agency, the Commission must approve this Resolution prior to allocating funds for capital purposes on the proposed project.

Background:

This resolution proposes to approve for future consideration of funding the following project for which a Final Environmental Impact Report under the California Environmental Quality Act has been completed:

- Union City BART and UPRR pedestrian grade separation at the BART Intermodal Station on Decoto Road in Alameda County.

The project is to construct an east-west pedestrian underpass crossing underneath the BART and UPRR trackways to provide the community safe access to the boarding areas for BART, AC Transit, Union City Transit, Dumbarton Express, future boarding areas for Capital Corridor, ACE and Dumbarton Rail and safe public access to Guy Emmanuelle School.

The project was included as part of the EIR for the Amendment to the City of Union City Community Redevelopment. The project will have a significant effect on the environment in regards to exposure of noise-sensitive land uses during construction. Implementation of mitigation measures would reduce this impact, but not to a less than significant level.

A Statement of Overriding Consideration was made in regards to this project in that the adoption and implementation of the Amended Redevelopment Plan (with particular reference to the Intermodal Station District and Transit Facility Plan element) in combination with the mitigation measures adopted, will enable the City to implement the vision of the General Plan for a vibrant, mixed-use transit-oriented development hub in the vicinity of the Intermodal Station to serve as a primary catalyst for achieving the General Plan's City-wide economic development and transportation goals, objectives and policies.

The current estimate for the project is \$2,500,000, of which \$2,000,000 in funding will be provided through the Governor's Traffic Congestion Relief (TCR) Program, Project #141, for Phase 1 (Environment - \$120,000), Phase 2 (Plans, Specifications and Estimates - \$200,000), Phase 3 (Right of Way - \$80,000) and Phase 4 (Construction - \$1,600,000). The remaining \$500,000 will come from local redevelopment funds. The Commission, at its July 11, 2001 meeting, approved the City of Union City's original TCR project application.

The City of Union has approved a Final Environmental Impact Report and has filed a Notice of Determination for this project. The Commission's approval and the resulting filing of the attached Notice of Determination with the Office of Planning and Research will satisfy the environmental requirements for this stage of the project planning process.

Attachment

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Approval of Project for Consideration of Funding Union City BART and UPRR Pedestrian Grade Separation Project (Alameda County) Resolution E-02-54

- 1.1 WHEREAS**, the City of Union City completed an Final Environmental Impact Report in compliance with the California Environmental Quality Act (CEQA), the CEQA Guidelines, and the California Transportation Commission Environmental Regulations for the following project
- Union City BART and UPRR pedestrian grade separation at the BART Intermodal Station on Decoto Road in Alameda County
- 1.2 WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Final Environmental Impact Report; and
- 1.3 WHEREAS**, the project will have a significant effect on the environment in regards to exposure of noise-sensitive land uses during construction. Implementation of mitigation measures would reduce this impact, but not to a less than significant level.
- 2.1 NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby approve the above referenced project for future consideration of funding.